



US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Community Advisory Group (CAG) Meeting 4 Summary
December 4, 2014

CAG Meeting Summary

The fourth Community Advisory Group (CAG) meeting for the US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study was held on Thursday, December 4, 2014 at the Montgomery Village Hall at 200 N. River Street in Montgomery, Illinois from 10:00 AM to 11:45 AM. The meeting included a PowerPoint presentation and group exercise to review and seek a general understanding of agreement regarding the preferred alternative. CAG members received the Presentation Handout and a comment form for providing any specific feedback. The meeting was attended by eight CAG members, listed below.

CAG Member Attendance

Fox Valley Park District

- Jeff Palmquist

Village of Montgomery

- Peter Wallers, Village Engineer
- Jerad Chipman, Senior Planner

Sugar Grove Fire Protection

- Wayne Parson

City of Yorkville

- Krysti Barksdale-Noble, Community Development Director
- Chris Heinen, Planner

Kane County

- John Shoemaker, Aurora Township Highway Commissioner
- Jodie Wollnik, Assistant Director, Kane County Water Resources

In addition, one resident, Steve Mitchell, attended a portion of the meeting.

Presentation and Discussion

The purpose of the meeting was to recap the project development process, including a review of the following: traffic projections; crash data; drainage analysis; traffic noise analysis and abatement; local agency coordination efforts, as well as a presentation of the preferred alternative.

The presentation included a brief review of activities that have occurred over the last 18 months. The project is a Phase I preliminary engineering and environmental study. The

subsequent design and construction phases are not currently funded. With input from the CAG, the Project Team has developed a “project statement”, a “purpose and need statement”, and alternatives that were presented at the last public meeting. A brief review of the crash history and traffic volume projections was also presented. A summary of coordination that has occurred to date included three CAG meetings, two public meetings, and individual coordination meetings with local communities and resource agencies.

Based on public input, combined with data about crashes and project traffic volumes, Alternative #3, as presented at Public Meeting #2 (consisting of two lanes in each direction with a raised median, paved shoulders, and curb and gutter), was selected to be carried forward as the preferred alternative. In addition to public comments supporting this option, the Village of Montgomery voiced support for this alternative with modifications. They requested that the median width be reduced between Gordon and Orchard roads in order to minimize impacts to the landscaped berm areas through that segment of the project corridor. With these refinements, Montgomery’s Village Board voted in favor of supporting the revised Alternate #3 cross-section. As such, the preferred alternative is Alternative #3 from Public Meeting #2 with the following refinements:

- A reduced median width (from 30 feet to 22 feet) between Gordon and Orchard roads,
- Reduced shoulder width throughout the corridor (from 10 feet to 8 feet), and
- Reduced offset from the back of curb to the shared-use path (from 5 feet to 3 feet).

Preliminary impacts were presented, including impacts to the Blackberry Creek Forest Preserve and Stuart Sports Complex properties, and wetland impacts. Estimated right-of-way (ROW), floodplain encroachment, and tree impacts were presented. It was explained that these numbers will change as the proposed cross-section is further refined and drainage needs are determined. The next steps in terms of drainage study and noise analysis were also explained.

There were questions about the process for soliciting input in determining whether noise walls would be provided. Ms. Barksdale-Noble asked about the 1/3 respondent goal to “benefitted receptors”, and whether no response would be counted as a “no” vote for a noise wall. It was explained that if the respondent rate was less than 1/3, a second mailing would be sent in the hope . There was discussion about ensuring that respondents didn’t vote more than once. It was explained that IDOT’s policy sets forth guidelines for this entire process, and has procedures for recording/documenting votes. Mr. Parson asked whether the goal of a noise barrier was to achieve a noise level of 5 dB(A), or to reduce the noise levels by 5 dB(A). It was clarified that the goal of a noise barrier would be to reduce noise levels by at least 5 dB(A).

Following the presentation, the group exercise consisted of reviewing the preferred alternative exhibits and providing comments and concerns. A comment sheet was provided as well as

post-it notes for placing comments directly on the exhibits. Following a review of the materials, the group reconvened. The comments were summarized and there was further clarification of areas of concern. Comments/suggestions/concerns included:

- Consider utilizing a reduced width cross-section west of Gordon Road.
- Concerns about potential placement of detention basins in corner properties.
- Concerns for pedestrian crossing safety at intersections with question about whether median width at intersections was sufficient to provide protection for pedestrians.
- Fencing and/or landscaping is needed fronting the park property.
- A left turn provision is needed for emergency vehicles to access eastbound US 30 from Blackberry Road.
- The Village of Montgomery is continuing to explore shared use path and sidewalk options along the corridor and will continue to coordinate with the Project Team regarding this issue.
- Property ownership information needs to be updated.

Following discussion, the CAG concurred that a General Agreement had been achieved regarding the preferred alternative.

Next Steps

The Project Team will continue with the technical analyses (IDSs, drainage studies, noise studies, proposed ROW and environmental analyses). A Public Hearing is expected to be held in spring 2015, with Phase I Design Approval expected to occur in summer 2015.

The meeting was adjourned at 11:45 AM.

